A feature of the strike yesterday was the decition of Judge Gaypor on the application made by a storekeeper at the instance of strikers for a mandamus compelling the companies to run all their cars at once. The Justice says, practically, that railroad companies must give in to their employees when there is a threat to strike unless they can immediately employ men to take the places of all the strikers, and thus accommodate the public.

THE LINES OPENED YESTERDAY.

The new lines that were opened yesterday were the Greenpoint lines, the cross-town line, and the Flushing avenue line. It was of the cross-town line that Police Commissioner Weiles

"It will take ten regiments of soldiers to start

The line runs along the river front a great part of the distance, and the river-front gangs are the toughest in the city and are all sympathizers with the strikers. The committee of Green-pointers who called on Mayor Schieren on Wednesday and demanded the opening of the railroads or the forfeiture of their charters promised the Mayor and his cabinet that all the citizens would do their best to preserve the peace and permit the peaceful opening of the roads. Their work may have had a lot to do with the peace that marked the day.

The depot of the Greenpoint line in Greenpoint was guarded by 108 policemen under Capt. Rhodes when the first car started about 9 o'clock in the morning. There was a crowd around before the policemen got there. The streets were cleared before the car started out in the care of two policemen. This car proceeded more than half the way over the line before there was any trouble. Then two stones were thrown and two of the windows were smashed. Seventeen cars were started right out on the heels of this one, and all but one of them went through as slick as could be. This one was held up at Myrtle avenue and Bridge street. There was a big crowd there after the cars began run ning, and the first car that stopped at the corner was surrounded, and efforts were made to get the motorman and conductor off. The policemen jumped down and drove the crowd back. An Italian named Chescarola threw a stone and smashed one of the windows. He

stone and smashed one of the windows. He was captured in a moment, and was lugged off to the station house.

The cross-town line started up at 9 o'clock and was operated without difficulty. At Franklin and Meserole avenues a group of men had a rope thrown across the wire on the up track and were about to pull it down when a couple of policemen appeared and the trouble makers cleared out. Daniel Donovan was arrested for throwing ashes on the track of the cross-town line at Manhattan avenue and India street. During the day half a dozen windows were smashed by stones and bricks, but in no case was any one hit.

DECORATED TROLLEY WINES.

DECORATED TROLLEY WIRES.

DECORATED TROLLEY WIRES.

The cross-town cars didn't go over the worst end of their route. That is from the City Hall to Red Hook and the Erie Basin. They stopped at the City Hall. It was stated early in the morning that the whole line would be opened, and the Red Hookers got ready for it. The line runs through Columbia street, which is two blocks below Hicks, and the people along there were angry at the shooting that had taken place in Hicks street. A Sun reporter walked the length of the line to the Erie Basin early in the afternoon. Heginning at Columbia street, the trolley wires were filled with suspended tomato cans, discarded household utensis, ash barrels, brooms, boots and shoos, wash boilers, and cats. In one soot near the depot there were two old cats and four kittens hanging to the wire by their necks. Apparently they were all of one family. They dangled from strings. They had been tied together in pairs and had been slung over the wires. Whether dead or alive when this was done was not apparent. They might have been killed by electricity. At all events they were dead yesterday. The other obstructions were hung up in the same way. On the two miles of wire there were more things than would fill the biggest junk shop in the city. Not only were the overhead wires blocked, but the tracks were clocked too, and people hadn't got through putting obstruct, ans on them when the reporter took the walk. At the conner of Congress street men were rolling out barrels of oyster shells and dumping them on the tracks, while losys were spreading them out so that they would be the most effective obstructions. A hundred yards further on the tracks were blocked with hunge stones, and a gang of boys were piling on a lot of smaller ones. So it was the whole hength of the line.

The determination that no cars should be allowed to run was plain, though the people

for their faithful attention to duties. There have been over 600 men at the armory at every roll cell, and no man has been absect for more than an hour at a time since Sunday night. They slept and are in the armory. There were three hours of drill in the morning and three in the afternoon, and for the last two nights they have been having a dress parade, which the women friends of the soldiers were allowed to attend.

men were all glad to get home again, but that they did not get a chance to go to

THE BOYS AT THE FRONT. Items of Interest About the Regiments

the Putnam and Halsey street stables was visited yesterday by Col. Andraw Brenner, who was the first Colonel of the regiment. It was the Twenty-seventh Regiment then. In 1848, when the numbers of the regiments were changed, he chose the number seven, and the Twenty-seventh has been the Seventh ever since. Gen. Emmons Clark, who was Colonel of the Seventh for twenty-five years, also visited it yesterday. At 7 o clock last night Col. Appleton and the railroad officials had a scare. Cars stopped coming into the depot. Six were missing. An hour went by The Colonel sent a detachment out to find them. The soldiers marched a mile and a half, but got no trace of them and marched back again. Telephone messages were sent all along the line. Nothing was learned. At 10 o clock the cars came in. The motor in the first one had burned out and the others had been tailed.

Private Joseph J. Bannon of Company I. chose the number seven, and the Twenty-sev-

stalled.

Private Joseph J. Hannon of Company I,
Seventy-first Regiment, who lives at 2,265
Third avenue, fellon the leevesterday and broches is right leg. He was taken to St. Mary's Hos-Private Stephen Petely of Company K. Thir-teenth Regiment, was taken to the hospital with

teenth Regiment, was taken to the hospital with grip.

The monotony of military discipline was broken yesterday in the case of some of the Twenty-third Regiment men. While a squad of sixteen men, under Capt. W. R. Blackman of Company C. were going along Third avenue, a woman thrust her head out of a third-story window of the restaurant at 710 Third avenue and called fire. Smoke was issuing from the window and almost enveloping the woman. Capt. Blackman took eight of his men and went into the building. They found a quantity of clothing affre in a rear room. Some one turned in an alarm, but before the engines arrived the militiamen had put out the blaze.

JUSTICE GAYNOR'S MANDAMUS. Can He Set All the Brooklyn Trolley Cars in Motion by It?

Supreme Court Justice W. J. Gaynor, in a de cision be rendered yesterday on the application of Lawyer Towns for a mandamus compelling the railroad companies to operate all their lines at once, begins by stating that a railroad corporation is not a private individual or company carrying on business for private gain, and which may suspend business temporarily or

permanently at pleasure. Then he says:
"It has a dual relation; a public relation to the people of the State and a private one to its stockholders. It must not be forgotten here, though it may seem to be growing dim, if not wholly forgotten elsewhere, that in its chief aspect it is a public corporation, having duties to perform to the public which transcend any obligation which in its private aspect it owes to its stock holders.

"It has received franchises of great value from the State, and had conferred upon it the State's transcendent power of eminent domain. In return it took upon itself the performance of pub-lic duties and functions, in the performance of which it is in law and in fact not in independent individual or entity, but the accountable agent of the State. Though these principles are old, and inherent in the idea of the sovereignty of the people, it would seem that in the recent rapid growth of corporate power, and of

were berief to the control by the control of the co

spect to the frequency with which cars should be run and the number of cars to be run.' The number of cars to the run.' The number of cars to the run.' The number of cars or trains which a railroad shall run is left to the sound discretion of its directors, subject to review by the courts upon an application for a writ of mandamus to make them run more if the public convenience require it.

"Its employees may not assume to determine the number of cars to be run. If, however, this allegation in the answer refers to the controversy in respect of what are called trippers, then it has no force, for that controversy is in its essence one in respect of hours and wages. I concur in what Mr. Justice Culien said in the other case in that respect, namely:

"I do not regard the alleged attempt to abolieh trippers as interfering with the running or management of the road, because I imagine the company would be allowed to run as many trippers as it chose if it would only pay the men \$2 a day for running the trips. In that case I imagine there would be no trouble. So that this is really a question of wages.

"Each party has the right to obtain the best terms it can; and as was said in the freight handlers' case, if the company cannot get men at the price it thinks fair, it is bound to get them at a price it may deem exorbitant, because its duty is to run its road.' Such was the dispesition of that point by the learned Justice."

The headquarters of the Seventh Regiment at

PRESIDENT NORTON EXPLAINS.

His Response to the Proposition by the Strike Committee to Arbitrate. The proposition of the committee managing the strike to refer all matters in dispute to William J. Richardson, a son of the late William Richardson and a director of the Atlantic Avenue Railroad Company, and to abide by whatever he said, which was made Wednesday, brought out a statement from President Norton yesterday as to the cause of the strike. It was,

part as follows:

Soon after the middle of December last the Executive Committee of the Knights of Labor, so called, presented to him two proposed agreements, which they wished signed on the 1st of January for the year. One covered the shop men and electrical workers, with whom there had never been an agreement of any kind; and there had never been, so far as he knew, any expressed wish on their part that there should be such an agreement. Among the special features of that agreement was one which restricted the number of apprentice which the company should employ, and another which called for an increase in pay. As a mat ter of fact, many of the old shopmen expressed themselves as entirely satisfied with their wages and the company did not feel as though it would be justified in making any special engagement with them by a contract, particularly as the clause which related to apprentices would be restricting the company in a measure in the management of its affairs.

"The proposed agreement, which related to motormen, conductors, switchmen, car cleaners and others, was laid down upon substantially the same lines as had been in vogue the previous year, but there were three features of that agreement which the company this year did not feel itself justified in accepting. One was an increase in wages, the other was the clause which called upon the company to run a fixed number of regular cars, and the third one, which called upon the company to run a fixed number of tripper cars. The lines of the Atlantic Avenue Railroad Company, as to receipts, vary. Some of the lines are particularly productive, and others are not. And to establish a fixed number of regular full-day cars, and a fixed number of tripper cars, would cost the company a great deal more money than it need to cost them, in that by the arrangement, in order to get the service out of the men who were put on the cars under the contract, a great many trips had to be run in the middle of the day when they were not needed. A refusal on our part to accept this particular clause in

THIRTY-FIFTH ANNUAL STATEMENT

HOME

LIFE INSURANCE COMPANY,

No. 256 Broadway, New York, JANUARY 1ST, 1895

ASSETS.	INCOME.
where \$1,607,651 22 Bood- and Morigages 2,018, 50 00	Premiums
Olsh Leany to Policy-holders 250,703 37	To al Incom
Prem um Loans 501, 901 25 Bonds and Streks 8,290,700 00	
the hir Office, Banks, and Trust Companies 192,863.58	Claims by Death \$548,403 02 Matured E viowments 93 441 35
interest and Rents, due and accrued, 82,567-19 Net Uncollected and Deferred Premiums, etc. 183,642-68	Dividends to Poll y-holders
To al Admitted Assets	
LIABILITIES. Total Liabilities, including value of all Dividend Endowment Accumulations and Ourstanding Policy Obligations, as per Certificate of the New York Insurance Department, 45.	Commissions, Agency Expenses, State Tares, Medical Fees, Advertising, Printing, Portage, and Stationery
Furplus on the basis of Admitted Assets. \$1,155,321 03	Total Disburcements

OFFICERS.

GEORGE E. IDE, President.

WILLIAM M. ST. JOHN, Vice-President. ELLIS W. GLADWIN, Secretary. FRANK W. CHAPIN, Medical Director. WILLIAM A. MARSHALL, Actuary. WILLIAM G. LOW, Counsel.

DIRECTORS.

S. E. HOWARD. THOS. H. MESSENGER. CHARLES W. IDE. ELLIS W. GLADWIN. MARTIN JOOST

CHARLES A. TOWNSEND, J. WARREN GREENE, THOMAS T BARR. GEORGE C. RIPLEY. WILLIAM A. NASH, JOHN E. BORNE, WILLIAM M. ST. JOHN

JOHN T. MARTIN. WILLIAM G. LOW, H. E. PIERREPONT, GEORGE E. IDE.

38,807,735 00

breakfast, and THE SUN says the strike is broken. It's always the way. We no sooner get to living on the fat of the land than we have to go home."

In Return, Biddy Saved Isham's Life in a

Brown, Frank, 24, motorman, arrested for assault

Amount of Insurance writen in 1884.

Polices in force January 1st, 1995
Surplus on the Pavis of Admitted Assets, January 1st, 1835
Surplus on the Bass of Admitted Assets, January 1st, 1894.

Brown, John, 27, 1,490 Fulton street, arrested for dumping ashes on the track at Fulton street and Tompkins avenue; arrest made by Joel W. Thorn of Troop A.

Connelly, James, 10 Hubert street, arrested for throwing stones at motorman in Broadway.

Crestuolo, Paul, 18 Lawrence street, arrested for throwing stones at a Myrtle avenue car. Donovan, Daniel, 160 Box street, arrested for ob

structing the track with ashes and barrels in Franklin Foran, Joseph. 25, 13 Third avenue, arrested for

throwing a stone through the window of a Court street car. He resisted and was clubbed. Lyman, Richard, 7 Hiusdale street, arrested for pulling down wire at Broadway and Stewart street. He is an ex-motorman

McGrath, William, 1.840 Broadway, arrested for cut ting trolley wire at Broadway and Stewart street. He was a striker. McBride, James, 1,776 Atlantic avenue, arrested for

hrowing coal at a Ralph avenue car. Mayers, John, 187 Wythe avenue, arrested for putting stones on the track in Driggs avenue Roth, Lewis, 106 Broadway, arrested for throwing a stone at a motorman on the cross-town line. Sharkey, George, 34 North Sixth street, arrested for

throwing stones at a motorman in Broadway

Tevell, Anthony, Thirty-third street and Third avenue, arrested on suspicion of cutting wires. Policemen Dumpea from a Patrol Wagon.

A police patrol wagon, with ten men aboard, while on its way last night to Fulton street and Rockaway avenue on a false report of violence, was upset while turning into Lewis avenue from Fulton, and the occupants were thrown out in a heap. Roundsman McMahon and Policemen Francis Foster and Robert H. Davis were bruised and otherwise injured. They went home after their wounds had been dressed.

More Trolley Investigators.

This is the committee of the Brooklyn Common Council which is to investigate the operations of the trolley cars and devise some means of preventing accidents: Aldermen Walkley, of preventing accidents; Aldermen Vollmer, Haubert, Drage, and Dunne.

An Elevated Railroad Divides Profits with

The bonanza enjoyed by the elevated railroads in Brooklyn since the trolley strike began resulted yesterday in an increase in the wages of the employees of the Kings County road. A year ago the wages of the men were reduced to \$1.50 a day.

\$1.50 a day.

A notice was posted yesterday, signed by the general manager, thanking all the men for good work done and announcing a temporary increase of 10 per cent in the wages of all employees. The advance was made without any request for it from the men.

HE DISTURBED THE MEETING.

Salvation Army Woman. LOCKPORT, Jan. 24 .- A party of boys and young men have been attending the Army's meeting, at its hall on Main street, for the purpose, it is said, partly of attempting a flirtation with a pretty Salvationist and partly to create a disturbance "for fun." Last evening create a disturbance "for fun," Last evening Lieut. Ruby Butts took the law in her own hands. She saw that Charles White of Minard street, about 20 years of age, was one of the disturbers, and, walking over to him, said:

"I guess not," he is said to have responded,
"Very well, then, you will have to get out,"
rejoined Miss Butts,
"I guess not. You can't put me out," he is said to have replied.
Quick as lightning the Lleutenant, grasping

said to have replied.

Quick as lightning the Lleutenant, grasping young White by the collar, yanked him out of his seat. He attempted to strike her, but she pinned him to a seat until Policeman Woods came in response to a call. White is a strongly built fellow and has worked at blacksmithing. In the police court Judge Stevens, after giving White a severe reprimand, discharged him on promise of good behavior hereafter.

A suit of Martin Conway to recover \$20,000 from Charles S. Furst, a wealthy Jersey City dry goods merchant, was put on trial in the Circuit Court yesterday, One night, two years ago, Conway, who had been a watchman in the store for eleven years, heard a noise down stairs and went to the elevator shaft to look down. He leaned on a bar, which gave way, and he was precipitated to the bottom of the shaft. His frontal bone was fractured and a small clot of blood formed on his brain. He is now in St. Francis's Hospital, a wreck. Conway's testimony was taken at the hospital. He testified that Mr. Furst had refused to do anything for him and that he refused to pay for the carriage in which he was taken at home. The defence is contributory negligence. The case was not finished. way, who had been a watchman in the store for

Jersey City Dry Goods Merchant Sued.

Chased Tramps and Recovered a Horse. MONTGLAIR, Jan. 24.-George Mead and Charles Pierson of Jersey City, on their way from West Orange to Caldwell in a buggy last night, saw near Roseland two tramps jump into a wagon and lash their borse into a gallop. The Jersey City men gave chase, and after a time the tramps took to the woods, leaving the rig in the road. Mead took the horse and wagon back to Roseland, and learned that it belonged to Mr. Jacobus of Parsippany.

Charged with Stealing a Note. Caleb John Sippel of Irvington, N. J., got a

warrant yesterday for the arrest of J. H. Day of 276 Broad street, Newark, charging him with the embezzlement of \$145. Sippel said that he had Day's note for that amount, and when it was due last Tuesday he called upon Day for payment. He says that Day took the note and, saying that he would go up stairs and get the money, slipped out of the house and disappeared. Sippel has not seen Day since. JOHN F. PRAEGER, JOHN S. FROTHINGHAM, WILLIAM A. READ.

In Return, Biddy Saved Ishnm's Life in a Fight with Three Muskrats. WASHINGTON'S CROSSING, N. J., Jan. 24 .-

Gifford Bogue of this place owns a remarkable

cat. The animal is of immense size and ex-

tremely pugnacious. It is a famous rat catcher and Bogue declares that it has got more common sense than some whole families.

Last summer Bogue set a hen in a shed adjoining the barn. The barn was infested with enormous rats, and one day he heard the hen squawking as if in great distress. He started for the shed on a run, but before be got there Isham, the cat, dashed past him, and when he reached the shed he found the cat engaged in a

flerce struggle with an enormous rat, which had evidently tried to rob the hen of the eggs on tween the rat and cat for awhile, but Isham finally won, and the rodent's neck was snapped. From that time a strong attachment existed between the cat and the hen, and when biddy left ner nest to take a constitutional Isham would crawl into the nest, carl up, and defy the whole colony of rats. Thus were the eggs kept

warm and intact, and when the hen had rounded up her three weeks of labor she walked off the nest with thirteen pretty little chicks. Every egg was hatched. Rats have a keen appetite for fresh young chickens, and those around the barn did their best to get a choice morsel out of biddy's brood.

chickens, and those around the barn did their best to get a choice morsel out of biddy's brood, but Isham hung around her night and day until the chickens became capable of self-defence, and biddy went back to her roost and resumed business as a common, every-day layer of eggs.

This winter an opportunity for the hea to repay Isham for its kindness to her presented itself, and she waded in to cancel the debt in a way that proved her gratitude. Muskrat skins are worth from 20 to 30 cents a piece at this season, and Bogue pieks up a goost many odd dollars in winter through them. Early in the season he conceived the idea of training the cat to hunt muskrats. He believed that if he could get a live muskrat and arrange a fight between it and the cat Isham would look for that particular game thereafter. He set a box trap on the bank of the caual and caught a muskrat. It was a good-sized animal, and when Isham was shut up in a room in the wagon house with it, it was appearent right away that there was going to be the liveliest kind of fight. The cat walked around the muskrat a few times and then jumped at it. The rat met the assault bravely, and set its sharp teeth into Isham's leg. The cat didn't take kindly to the trick, and entered into the contest with renewed vim. It was a hard-lought battle, but the cat won.

After that the cat haunted the canal and made relentiess war on muskrats. Not a day passed that it didn't bring one animal up to the house and sometimes it killed three. Bogue estimates that in the last two months the cat has been worth to him an average of twenty-five cents a day. Last week isham got rather more than it bargained for. It was down by the canal looking for game and it spied a muskrat fooling around the rotting timbers of an old barge in the basin. The cat sneaked up on the animal looking for game and it spied a muskrat fooling around the rotting timbers of an old barge in the basin. The cat sneaked up on the animal looking for game and it spied a muskrat fooling around the rotting timbers of

Sulcide of a Professor's Wife,

OAKLAND, Cal., Jan. 24. Bessie Webb Loughbridge, the wife of Prof. R. H. Loughbridge of the University of California, committed suicide yesterday, at her home in Berkley, by drinking carbolic acid.

Where Testerday's Fires Wers.

A. M.—110, 358 East 123d street, A. Worms, damage \$000; 2:45, 1.442 Second avenue, John Rabusko, damage \$100; 5:60, 134 Third avenue, G. Buchiganani, damage \$1,000; 5:30, Broadway and Forty-frest street, Vendome Hotel, damage \$2,000; 6:00, 2:103 Seventh avenue, John Buckman, damage \$500; 5:30, 420 East Tenth street, William bran, damage \$1,000, 4:00 East Tenth street, William bran, damage \$1,000, 10:30, 1900 Park 10:30, 10 10. 190th street and Eleventh avenue, Edward Whitman, damage \$30,000.



fort, no disturb-ance of business or pleasure, no loss of sleep, after taking Hood's Pills. They assist the of the digestly organs, so that satisfactory re-suits are effected

Thereis no discom-

silent in operation, but reliable and thorough. "Hood's Vegetable Pills act like a charm. could not do without them. Hood's Pills have ured me of headaches and indigestion." Mas. H. J. GREAFF, Northumberland, Pa.

M. BOURGEOIS'S FAILURE TO FORM A MINISTRY.

He Gives Up the Effort, and the Confusion Is Worse Than Ever-Many Socialist Prisoners in Italy May Be Pardoned, PARIS, Jan. 24.-M. Bourgeois, to whom was intrusted the formation of a new Cabinet, this forenoon notified President Faure that there

was no prospect of his success, and asked to be relieved from his task. President Faure has decided to deter making any further offer of the Premiership unti

All the newspapers agree that M. Bourgeois failed owing to his inability to get a Minister of Finance.

President Faure conferred with MM. Brisse Ribot, Lockroy, and other statesmen to-day.

LONDON, Jan. 24.—The Daily News corre spondent in Paris says: "The uncertainty and confusion are now worse than at the beginning of the crisis. There is an alarming dearth of eligible men. So many have been used up or shelved that M. Bourgeols was driven to solicit

the services of men unknown even to their col-leagues in the Chamber."

The Standard's Paris correspondent says: "M. Bourgeois's failure has greatly excited the political world, where it is now thought that only two courses are open—one, a homogeneous progressive Ministry headed by Bourgeois; the other, a Cabinet d'affaires."

LORD RANDOLPH'S DEATH.

Queen Victoria Condoirs with Ris Wife and Mother-The Funeral. LONDON, Jan. 24.-Lord Randolph Churchill

died at 6:15 o'clock this morning [as was announced in a late edition of yesterday's Sun]. His death was peaceful and painless. Drs. Roose and Keith and all of the members of Lord Randolph's family were at his bedside. Lord Randolph had been unconscious for thirty hours His wife and mother remained with the dying man throughout the night. Early this morning he began sinking rapidly, and at 6 o'clock Dr Roose was summoned. Fifteen minutes later he died. The body will be buried at Woodstock. The Queen and the Prince of Wales were at once informed of Lord Randolph's death.

The Queen has telegraphed a message of condolence to the wife and mother of Lord Randolph Churchill. It is understood that the funeral will take place on Monday next.

The Star says: "Lord Randolph Churchill was an audacious and splendid fighter. He was the only man since Disraeli who was able to make Toryism interesting; but he was unable to harness his fiery talents to the Administration car. Hence he left benind him only the reputation of an adventurer."

The Pall Mail Gazette says: "The Conservative party owe far more to Lord Randolph Churchill than he owed to them. His rare political insight, his unflinching courage, and his restless enterprise coused the party to a commanding position when its fortunes were at the lowest ebb." The Gazette attributes his defects of temper and judgment largely to physical infirmities, which troubled his whole life.

The Globe says: "Lord Randolph Churchill possessed in the fullest measure a magnetic charm which cannot be acquired. He was a born leader of men, and was destined for the highest position until his health, which was never strong, broke down under the strain of ceaseless toil and excitement." olence to the wife and mother of Lord Ran-

AMNESTY IN ITALY.

Over a Thousand of Last Winter's Revolt

ROME, Jan. 24.—It is highly probable that before the parliamentary elections next spring an smnesty will be granted the prisoners condemned by the military courts in Sicily and Massa di Carrara. About 1,500 men were found guilty of seditious conduct in connection with the reof seditious conduct in connection with the revolts of last winter, and more than a thousand of them are still serving sentences.

The summary manner in which they were tried and condemned has been one of the chief subjects of agitation against Premier Crispi, and a general pardon is regarded in tovernmental circles as the best means of mollifying the Radicals. It is thought that the amnesty decree will be published on March 14, King Humbert's birthday.

London, Jan. 24.—The Standard's Vienna correspondent says that after her concert on Tuesday, Patti had a chill and since then has been confined to her bed with pharyngeal catarrh.

She is at the Hotel Munsch. She has telegraphed to Leipsic cancelling her engagement to sing there on Saturday. If she makes good progress she may leave Vienna on Saturday or Sunday.

A New Cunard Freighter.

GLASGOW, Jan. 24.- The new Cunard freight steamer Sylvania, 10,000 tons, was launched today in the Clyde. It was built for the Boston service, which it will enter in April. The Cunard steamer Cyreuthia, a similar vessel for the same service, will be ready in June.

The Union of Norway and Sweden,

STOCKHOLM, Jan. 24.—The First Chamber of the Riksdag debated to-day the reply to the speech from the throne. Many members advocated revising the act of union between Sweden and Norway, sithough opposed to dividing the joint consular system.

A Barge Blows Up.

LONDON, Jan. 24,-The barge Petrel, loaded with Government stores, consisting chiefly of ammunition for Nordenteldt and Gatling guns, blew up near Gravesend this morning. She had a crew of five men, and not a trace of a single one of them is to be found.

The Budapest Police Charge a Mob. BUDAPEST, Jan. 24.—The police to-day charged a mob which started for the Reichstag building. There was a stiff fight, and many rioters were arrested before the mob would disperse.

Notes of Foreign Happenings. The Dirneuvième Siecle newspaper was sold at auction in Paris yesterday. Sir Henry Ponsonby, the Queen's private sec-retary, has railled from his slight relapse of yesterday, and is improving rapidly.

Cashler Love's Trial,

ALBANY, Jan. 24. The defence to-day closed case in the trial of John W. Love, the defaulting bank cashier of Watkins. When the evidence was all in Attorney Stanchfield, for the prisoner, renewed his motion of yesterday for Love's discharge, on the ground that if any crime was committed it was that of larceny and not embezzlement. Judge Coxe denied the mo-tion, leaving the question with the jury for de-cision.

cision.

The case was summed up for the presecution by Attorney Mackey, and for the defence by Mr. Stanchfield. The only testimony taken to day related to the previous good character of the defendant. This afternoon the case was given to the jury, which was instructed to return a scaled verdict to-morrow morning.

Schoolboys' Unsuccessful Cane Rush. MONTCLAIR, Jan. 24 .- A cane rush took place at the high school to-day, but it was interrupted by Principal Spaulding. The senior class had by Principal Spaulding. The senior class had decided to carry canes, beginning to-morrow morning, but the third class men appeared at school to-day with good, tough sticks, and at noon the seniors, led by William Walker, set upon them. The seniors tried to secure pessession of the canes, but the sticks were wielded with such good effect that many of the rushers were cut on the face, head, and hands. Some of them were beaten black and blue, and many limped away when the hostilities were interrupted by the principal. Raymond Carter led the third class men, who propose to carry canes in spite of the seniors.

The Great Snow Storm Stope.

SACRAMENTO, Jan. 24.—The snow storm which has prevailed in the mountain regions for the last eight days, has stopped, and the railroads are being cleared of the great masses of snow which are continuelly breaking off the high banks that line the tracks for miles. Drifts are constantly forming in the narrow cuts through the hills, and the rotary plows have to be kept in constant operation. At Summit the snow depth is twenty feet.

ALBANY, Jan. 24. Jesse H. Conde, aged 60. who had been auffering with heart trouble, fell on the street this morning, cutting his face. Ho went into a drug store near by to have the injury dressed, and while court plaster was being applied dropped lead. applied dropped dead.

Not the Pardon He Wanted. From the Cincinnati Commercial Gazett

From the Cincinnois Commercial Gazette.

Frankfront, Ky., Jan. 17.—A rather number pardon was granted at the Executive office today. The man pardoned was George McGee, the Louisville colored convict, who is confined in the county jail under sentence of death for the murder of a fellow prisoner. The offence for which the pardon is granted is not that for which he is to die, but that of malicious cutting, for which he was serving a five years' sentence.

NEWS OF THE OLD WORLD. Cashmere Bouquet **Toilet Soap**

Unrivaled in the Strength and Sweetness of its Perfume.

THE POSTAL MONOPOLY.

Treumstances Under Which Individuals Are Permitted to Carry Letters,

The law provides that no person shall undertake to carry letters for pay unless anch letters be enclosed and scaled in Government stamped envelopes, and such letters must bear full postage for their weight. There is nothing to pra-vent any one from carrying letters and charging for their carriage if this provision of the law be complied with. Wells, Fargo & Co. used to do the larger part of the postal business of Callfernia before the Government had established sufficient postal routes and Post Offices in that State for the needs of the community. The company's charge was 25 cents a letter, and it kept Government stamped envelopes in which to enclose all letters intrusted to its care. All express companies do a little such business still, but it is insignificant now, since the postal sys tem is cheaper and more extended than any

other carrying organization. As a matter of fact, it is a little difficult to comply with the requirement concerning Government stamped envelopes, for the Government issues nothing higher than the two-cent de omination of stamped envelopes, and it would be a violation of law to carry in such an envelope a sealed communication of above one ounce in weight; nor would the law be any the less violated were the additional postage affixed,

be a violation of law to carry in such an envelope a sealed communication of above one onnee in weight; nor would the law be any the less violated were the additional postage affired. There used to be a popular notion that the Governmental monopoly of the postal business forbade the carrying of letters by one friend for another without charge, but if there was ever any such decision by the Post Office Department it no longer holds good, for the law now especially excepts such friendly service from the operations of the monopoly. The postal laws also especially provide for the free carriage of consignees letters by ships, railways, and the like. The railway companies do a great deal of such business, and send without postage hundreds of letters deally upon their own affairs. These letters are enclosed in envelopes marked "railroad business."

The Government makes a special provision for what are called ship's letters. These are letters carried by vessels not having mail contracts. The master of such vessel on reaching port is required to deliver within three hours after single for each letter of one onnee or less, and the addressee must pay double postage. Refore postal routes were so numerous, many such ship's letters came in to the New York Post Office. He is entitled to receive two cents for each letter of one onnee or less, and the addressee must pay double postage. Refore postal routes were so numerous many such ship's letters came in to the New York Post Office, and even now Hudson River steamers not carrying the mails occasionally bring in a letter of the sort. A ship comes into port now and then from some far corner of the earth with a few such letters, but the number grows fewer year by year, for not only does the postal system of the globs reach nearly every port visited by commerce, but even the Postal Union now embraces almost the whole world.

Cape Colony has lust come into the minor, and only Morocco, Samoa, the Orance Free State, Madagascar, China, and a few less important ports are in the hands o

four pounds. Oddly enough, however, there is no limit to the weight of first-class matter, and if a three-ton safe were enclosed in a scaled package, and a two-cent stamp were affixed, the Post Office, under a literal construction of the law, would be required to forward it, and collect the extra postage due, unless, indeed, the addressee should decline to receive it and leave it to be taken to the Dead Letter Office. The Post Office would probably choose in such a case to violate its own laws and reject the safe as unmailable. But if any man with a turn for practical joking wishes to test the limit of what the Post Office will forward under seal at the single letter rate, he may seal up a safe, a pig of lead, or any other heavy article not dangerous to the mails or their handlers, and offer it at the general Post Office. He would at least raise an interesting case.

NITRO-GLYCERINE LASIS. A Workman's Startling Experiment with an Old Felt Hat Strainer. "Nitro-glycerine cannot be annihilated," said man of long experience in petroleum operations in the Pennsylvania oil fields, "and from the reckless manner in which the deadly ex-

plosive has been handled ever since it came into

use in the oil country it is a wonder that there

is a town left standing there. Everybody knows how terribly explosive this compound is by concussion, but few know its lasting properties and how impossible it is to destroy them.
"In manufacturing nitro-glycerine one of the

"In manufacturing nitro-glycerine one of the processes is the straining of it through felt, usually through the crowns of old felt hats. After these crowns have served their purpose as strainers of the liquid explosive, they are burned to place their saturation with the nitro-glycerine beyond the possible doing of damage in the possession of careless and thoughtless persons. At a nitro-glycerine factory in the fradford oil field once an employee thought he would put the life and vizor of the explosive to a test. He took a hat crown that had been used as a strainer, washed it thoroughly, and then treated it with strong alkalies. He placed the felt away on a shelf out of reach and knowledge of any one else in the factory to dry. Then he forgot about it for two years, but one day happened to recall the circumstance and took the felt crown to complete his test.

"Workmen in nitro-glycerine factories and in handling the dangerous stuff about wells are notoriously reckless, but the most careful and timid man would scarcely have had any fear of this two-year-old strainer that had been so thoroughly cleansed. The workman who had taken it upon himself to make the test had no idea that there could possibly remain in the felt even the slightest suspicion of danger, and to show how the stuff had been annihilated by the treatment he put the felt on the iron arm of the timer's beach, where the came for holding the nitro-glycerine are soldered, and struck it with a hammer. The result was a surprise in that factory, An explasion followed the blow that broke both of the man's arms, stunned three other men, huried the heavy iron arm through a two-foot brick wall, and wrecked the tinning step."

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